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No. 14,449.

號六月八年九零百九千一第

HONGKONG, FRIDAY, AUGUST 6, 1909.

日一廿月六年元號宣

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House of
Commons.

SCOTCH WHISKY.

SOLE AGENTS IN
HONGKONG, CHINA & MANILLA.
A. S. WATSON & CO., LTD.
Hongkong, May 1, 1917.

SPORTING.

Lawn Bowls.

The following will represent the Kowloon Bowling Green Club at Happy Valley on Saturday in a match against the Police—1. D. Keith, T. Ramsay, C. Alexander and W. Russell (skip), 2. D. Gow, T. Peerie, G. Haxton and Milroy (skip), 3. D. Harvey, W. Taylor, A. Ramsay and J. Macdonald (skip), 4. S. Gray, W. Brown, J. Ramsay and J. Menzies (skip).

The C.Y.C. will meet the K.C.C. on Saturday, on the Kowloon Bowling Green Club, when the team will be—

C. Bond, (skip), A. Thornhill, J. J. Dinko, F. Allen; G. R. Edwards (skip), L. Grey, E. L. Huthes, B. J. Spittles; M. McIver, (skip), P. Adams, A. Davey, E. Dawson; A. Grimshaw, (skip), P. Fanell, J. Bassford, J. Meckey.

Reserves: A. P. Storie, G. C. Macintosh, I. McCann, W. I. Stebbings.

Interport Polo.

Hongkong has wired to Shanghai that it is impossible to send a team to the projected interport polo tournament.

New Cricket Record.

A cricket record that will probably stand for many years was made by two Kent players—Woolley and Fielder—at Stourbridge on July 7. These two batsmen scored 235 runs for the last wicket against Worcestershire, taking the score from 220 to 355. And, moreover, both ran into three figures. This feat eclipses the previous record by five runs. This was made at Lord's as far back as 1889 by two Middlesex players—R. W. Nichols and Roche, the Australian. Curiously enough, their opponents on that occasion were Kent.

The extraordinary feature of the stand was the innings of 112 not out by Fielder, who is a fast bowler, and has shown no form which would give him claims to be regarded as a batsman. As a matter of fact, his highest score in England before yesterday was 39, although he once made 50 in a minor match in Australia. Fielder, who once worked on a farm, however, is the hero of many bowling feats. Three years ago, playing in the Gentlemen and Players match at Lord's, he took all the wickets in one innings. He has twice been to Australia with English teams.

Woolley, who is now only twenty-two years old, is one of the best all-round cricketers of the day, and is a certain Test match player in the future. This innings of 135 is the highest he has made in first-class cricket, but although so young he has played several big innings and accomplished many excellent bowling performances.

English Cricket.

Of the matches played on July 29, 30 and 31, says the N. O. Daily News, there were Yorkshire and the Australians at Hull, and Derbyshire and Nottingham at Glossop, were abandoned, and those between Surrey and Sussex at the Oval, and Essex and Kent at Leyton were drawn. The only match brought to a definite conclusion was that between Gloucestershire and Gloucestershire at Worcester, which was won by Worcestershire by one wicket.

RESULTS TO AUGUST 1, 1909.

Counties.	Played	Won	Lost	Drawn	Points
Lancashire (7).....	17	11	5	1	39.23
Kent (3).....	16	11	5	0	39.23
Yorkshire (1).....	18	9	9	0	36.63
Surrey (3).....	21	11	5	5	37.50
Hampshire (9).....	14	5	3	6	25.00
Middlesex (4).....	19	6	3	10	22.00
Northampton (1).....	14	6	3	5	14.23
Worcestershire (1).....	15	6	3	6	17.69
Nottingham (8).....	13	5	3	5	19.09
Leicestershire (13).....	15	7	3	5	18.66
Somersetshire (10).....	9	2	5	2	12.89
Essex (11).....	13	6	3	4	14.00
Warwickshire (14).....	14	6	7	1	17.43
Gloucestershire (10).....	16	9	6	1	30.00
Derbyshire (14).....	16	10	4	2	31.81

Figures in brackets indicate the position held last year. A month ago Middlesex was in third place.

INFANTILE CHOLERA.

ANY unusual looseness of a child's bowels during the hot weather should be a warning to mothers. Infantile cholera may develop in a few hours, and prompt action should be taken to avoid it. Chamberlain's Colic, Cholera and Diarrhoea Remedy, followed by a dose of castor oil, will check the disease in the incipient stage, and all danger may be avoided. For Sale by all chemists and druggists.

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With classified list, Appendix of General Information, list
Residents and Four Maps.

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At all Booksellers or by post from E. A. Massey, Hongkong Hotel.

All Advertisements face Reading Matter.
Hongkong, July 24, 1909.

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SUMMER BEVERAGES.

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Hongkong, July 7, 1909.

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Safe remedies for allaying the irritation.

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For the Bath and all Toilet Purposes.

NESTOR SANITARY FLUID

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One Pint Tins 50 Cents. One-Gallon Tins \$2.

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EXPORTERS AND IMPORTERS,
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Possible Description to be sold for
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HONGKONG.

Hongkong, August 3, 1909.

978

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New Twin Screw Steamer.

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(Captain J. McGarry).

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Leaves Canton for Hongkong at 5.30 P.M. on

MONDAY, WEDNESDAY & FRIDAY.

Fare, 1st Class, \$2.50 single passage.

Meals \$1 each.

Passage must be paid for.

CHUNG KWOK STEAMBOAT CO., LTD.

No. 225, Des Voeux Road Central.

Hongkong, November 12, 1908.

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BREWED ESPECIALLY FOR THE TROPICS.

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P. O. Box 238.

TEL. 475.

Hongkong, June 25, 1909.

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THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRAS.
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Hongkong, February 8, 1908.

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M. USCHMANN, Proprietress.

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QUEEN'S ROAD CENTRAL.

CENTRALLY situated, up-to-date Hotel. Recently renovated and under entirely
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supervision of an experienced French Chef.

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L. GAREAU, Proprietor. N. BLUMENTHAL, Manager.

Hongkong, October 3, 1908.

1381

KOWLOON HOTEL.

In Honour of the 7th Anniversary of the Coronation of H.M. KING EDWARD THE VII.

A CORONATION DINNER

(followed by an OPEN AIR CONCERT)

will be served on the 9th August, at 8 p.m.

The famous 18th Rajput Band will perform during the evening

Business Notices.

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makes beautiful washable walls.
It is applied with a white-wash brush,
diluted, and destroys all microbes,
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Intimations.

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SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager.
Hongkong, August 12, 1908.

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THE LEADING BRAND**G.H. MUMM & Co.**
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Hongkong, January 27 1908

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For particulars, apply to

H. OISHI,
Manager,
No. 2, PRINCE STREET,
HONGKONG.

Hongkong, January 9, 1909 815

THE TRADE MARKS ORDINANCE
1898.

APPLICATION FOR REGISTRATION
OF TRADE MARK.

NOTICE IS HEREBY GIVEN that
Messrs SKOTT and COMPANY
of Victoria, Hongkong, Merchants, have on
the 30th day of June, 1909, applied for the
Registration in Hongkong, in the Register
of Trade Marks, of the following Trade
Marks:

1. Four butterflies hovering round a
flower and the words 'Butterfly
Flower' in Chinese and the word
'Butterfly'.
2. A quail perched on the trunk of a
tree and a landscape in the back-
ground and above the words 'Bob
White'.
3. A windmill and the words 'Wind-
mill Brand' in English and Chinese.
4. The letter 'Y' in an oval border
and the words 'Yield' and 'Good'.
5. The letters 'O.C.' enclosed in an
oval border.
6. A Chinese graduate standing in a
dragon's head, on each side is an
ornamental scroll and below are the
words 'Chong Yuen' and Chinese
characters meaning 'Standing on
the Whale's head'.
7. A Chinese character written in a dis-
tinctive manner meaning 'Two fold
goodness' and the words 'Good
Luck Brand'.
8. A porcupine and the Chinese
characters meaning 'Porcupine
Trade Marks' and the words 'Por-
cupine Brand'.

In the name of Messrs H. Skott and Com-
pany who claim to be the sole proprietors
thereof.

The Trade Marks have been used by the
applicant in respect of Flour in Class 4.
Facsimiles of the Trade Marks can be
seen at the Office of the Colonial Secretary
of Hongkong.

Dated the 30th day of July, 1909.
DENNIS & BOWLEY,
Solicitors for the Applicant.

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE IS HEREBY GIVEN that the
ORDINARY HALF-YEARLY
MEETING of the SHAREHOLDERS of this
Corporation will be held at the CITY
HALL, Hongkong, on SATURDAY, the
21st day of August, 1909, at Noon, for the
purpose of receiving the Report of the
Directors and the Statement of Accounts
of the Corporation for the half-year ending
on 30th June 1909.

The REGISTER of SHARES of the
Corporation will be CLOSED from MON-
DAY, the 9th August to SATURDAY, the
21st August, 1909, (both days inclusive),
during which period no transfer of Shares
can be registered.

By Order of the Court of Directors,
J. B. L. SMITH,
Chief Manager.

Hongkong, July 31, 1909. 869

HONGKONG AND WHAMPOA DOCK
COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY
MEETING of Shareholders will be
held in the Office of the Company, Queen's
Buildings, Connaught Road, on MONDAY,
23rd August, at 12 o'clock Noon, for the
purpose of receiving the Report of the
Directors and the Statement of Accounts
of the Corporation for the half-year ending
on 30th June 1909.

The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 9th to
the 23rd August, both days inclusive.

By Order of the Board of Directors,
GEO. A. CALDWELL,
Acting Secretary.

Hongkong, July 10, 1909. 980

OHNE WING & Co.

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HONGKONG.

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STEEL GIRDERS AND TIES,
CORRUGATED IRON, PIPE IRON, &c.

Adaptable for
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LONDON LETTER.

(From Our Own Correspondent.)

London, July 14.

It was a pathetic spectacle as the Caxton
Hall to see Dharma's brother led forward
by Mr Theodore Morrison of the Indian
Council to express the horror he felt at the
assassination of Sir Curzon Wyllie and Dr
Laloea at the Imperial Institute. There
we have had the cabined curses of Dharma's
father at the person who had struck at a good
friend of India and of the family.

And now that these general exclamations
have passed, and we are again calmly con-
templating the problem of India the ques-
tion arises of what to do with Dharma. It
is feared that to hang him would be to set
him up as a martyr figure among the
Indians of seditious views and fan the flame
of unrest still more hotly. It is believed
that the Indian imagination would be
stirred far more deeply by the execution in
England than in India.

Perhaps a way out can be found in the
declaration that the murderer was insane
and is still unbalanced and a danger to the
community. In that case he could be
detained during His Majesty's pleasure.
The Nationalist movement here has its
brain centres in India and Paris. The
latter is a favourite resort of the leaders,
for it is a curious feature of all violent
movements that the archplotter prefer to
skulk in some safe shelter, what time their
dupes, with minds inflamed by the subtle
poisons of the plotters' printing press, are
sending better men than themselves across
the bourn.

The funeral of the heroic Dr. Laloea
has been carried out at Brookwood amid
widespread tokens of respect. There is
talk of the erection of a tablet recording
the self-sacrifice of the brave Parsi.

M. Pellat, a French explorer in China,
is drawing considerable attention in Paris
by the published records of the manuscripts
he found in a vault in Kansu, where they
had been buried for over eight hundred
years. The documents are of various
origins, but chief among them are records
of Sino-Indian relations, described in the
accounts of Buddhists who went on
lengthy pilgrimages.

The country is again in for a full spate
of antony on fiscal matters. Two opposing
leagues—for and against the Budget—are
in full operation, and the welkin rings
nightly with their conflicting cries. The
Duke of Sutherland and other digni-
taries of the Tariff Reform League have
issued a circular in which they appeal for
a quarter of a million, as a campaign fund
to bring about Protection. They point out
that this was the sum raised by Cobden for
the Corn Law League, and they add the
more interesting statement that in fiscal
reform is to be found the only alternative
to the financial proposals of the govern-
ment. That is a declaration that is hardly
likely to be echoed by Mr Balfour, but it
is noteworthy as a proof that the Tariff
Reformers mean to make all the capital
they can out of the general dislike of the
Budget proposals.

Some of the Opposition papers are still
prodding the Lords to amend the Finance
Bill. But the Times in a very learned
article points out that there is no precedent
for such a course for a long way back. It
admits that the Lords have only two
courses open—to reject the Bill or to
accept it as it stands and it regards the
former course as hardly less than revolu-
tionary. Some Conservatives seem to think
the Lords could strike out the land clauses
and that the Commons would accept the
situation, but I don't think that will happen,
for it would mean the abandonment by the
Commons of all its contentions for six
hundred years in regard to money bills.

We now have a semi-official statement as
to the progress of German shipbuilding.
The German Navy Annual, which derives
its information from official sources, states
that Germany will have completed in the
winter of 1912 ten Dreadnoughts and three
armoured cruisers. In the light of the
latest information it is likely that the
British Government will effect a com-
promise between the rival naval sections
and will take power this year to lay down
six Dreadnoughts—instead of the four
announced and the eight demanded. It
must be borne in mind, however, that the
equipment and mountings for eight Dread-
noughts have been ordered so that if eight
were contracted for this year they could be
completed practically as if they had been
on the stocks before March, 1910.

I fear that popular naval hero,
Lord Charles Beresford, in going to
the City and demanding Dreadnoughts
and other things to the tune of twenty-
six millions, starting, has made a hash
of his reputation as a statesman. If
his programme were carried out it would
give us a total of 26 Dreadnoughts five
years hence, as against the 21 Germany
would have by then. Taking also our pre-
Dreadnought ships, we would have a total
of 66 battleships against the German 41.
This is worse than the policy of the Gov-
ernment as a matter of fact.

It is interesting to recall that sixteen
years ago Lord Charles put forward an
other such programme. We were supposed
at that time to be building against France
and Russia, who had between them 45
battleships. Great Britain had 49, but
Lord Charles advocated the building of no
less than eighteen additional ships in
(Continued on Page 5)

Intimations.

Make no Mistake
about it!

WATSON'S

SCOTCH
WHISKY

of the best from Dundee. Demand it.

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ENO'S 'FRUIT SALT'

A HOUSEHOLD REMEDY FOR

All Functional Derangements of the Liver,
Temporary Congestion arising from Alco-
holic Beverages, Errors in Diet, (Eating
or Drinking) Biliousness, Sick Headache,
Giddiness, Oppression or Feeling of Melan-
choly, Vomiting, Heartburn, Sourness of
the Stomach, or Constipation. It is a
Refreshing and Invigorating Beverage,
most Invaluable to Travellers, Emigrants,
Sailors, and Residents in Tropical Climates.

ENO'S 'FRUIT SALT' cures the Functions of the Liver, Biliary Skin, and
Kidneys by Natural Means: thus the blood is freed from poisons or other
harmful matters, the circulation and great danger of Chills, Fever, Malaria,
Typhoid, &c. There is no doubt that where it has been taken in the earliest
stages of a disease, it has, in innumerable instances, prevented a serious illness.

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Otherwise you have the incorrect form of Epsom's Salts—Beware!

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E.C. 4, by J. C. ENO'S PATENT.

Sold by Chemists and Stores everywhere.

INSTITUTION OF ENGINEERS &
SHIPBUILDERS OF
HONGKONG.

A PAPER.

Subject:
'WATER TUBE BOILERS.'

WILL BE READ BY
MR C. E. GLOVER,

on
SATURDAY, August 7th,

at 9.15 p.m.

Members, and their friends are invited to
attend.

Hongkong, August 4, 1909. 887

IN THE MATTER OF THE GOODS
OF HARRY WILLIAM HINE
DECEASED.

ALL Claims against the Estate of the
Late HARRY WILLIAM HINE
who died at Hongkong on the 29th day of
July, 1909, should be sent in to the Under-
signed before the 1st day of September,
1909.

LANOLOT GILES,
H.B.M. Acting Vice Consul, Canton.

August 4, 1909. 888

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LIMITED.

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19th instant, the SELLING PRICE
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CENT per pound.

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General Managers
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Hongkong, July 13, 1909. 901

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RELIABLE QUALITY.

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for the WATER WORKS BRANCH of
the Public Works Department. Salary
\$1,500 per annum rising to \$1,600 by \$100
increments. Must be quick, accurate and
neat at figures and well acquainted with
accounts, and book-keeping. Age 25-30.
Applications to be addressed to the Under-
signed not later than the 14th instant.

T. N. H. JONES,
Director of Public Works.

Public Works Department,
Hongkong, August 5, 1909. 990

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FOR THE CLIMATE.

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Hongkong, Dec. 20, 1907. 1489

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Hongkong, May 15, 1909. 1084

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BUILDING, Second Floor.

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Apply THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.

Hongkong, August 1, 1909. 989

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EAST.

Apply to CHATER & MODY.

Hongkong, October 17, 1908. 1423

SEE
POWELL'S

NEW SHIPMENT
OF
**BABY CARRIAGES,
PERAMBULATORS,
GO-CARTS**
with Sun Canopies and Rain
Hoods
**NOW ON SHOW AT
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Buildings,
FIRST FLOOR.**



**A. S. WATSON
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ESTABLISHED A.D. 1841.

WINE & SPIRIT MERCHANTS.

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**VERY OLD LIQUEUR
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WHISKY

A Blend of the Finest Pure
Malt Whiskies distilled in
Scotland

OF
**GENUINE AGE
AND
FINE MELLOW
FLAVOUR.**

PER DOZEN \$16.50.

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CINEMATOGRAPH

PREMIER HALL OF HONGKONG.

TO-NIGHT! DEBUT
of the Celebrated Australian Artists
PHILLIPS SISTERS

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NEW FILMS

Beginning March 1, 1909.

New Victor Records

4000

JUST RECEIVED.

**S. MOUTRIE & Co.,
LIMITED.**

Hongkong, April 15, 1907.

**THE CITY OF PARIS,
2, PEDDER STREET.**

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Free delivery to all addresses accessible

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thirty cents; for cash.

Telegraphic Address, "MAIL," Hongkong.

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TELEPHONE No. 22.

CHINA MAIL, LIMITED.

DEATHS.

LENN.—On August 5th, at Balmain,

Sydney, N.S.W., Mrs. F. LENN, 818,

mother of John LENN, Architect, By

Telegraph.

GARDNER.—On July 24th, at Daintree,

North Queensland, ARTHUR FREDERICK

GARDNER, aged 44 years, only surviving son

of Colonel Thomas George Gardner, late

3rd Foot (The Buffs) Twickenham,

Middlesex.

General Memoranda.

SUNDAY, August 8—

Goods per Arratoon 4 p.m. undelivered

after 4 p.m. this date will be loaded.

MONDAY, August 9—

10 a.m.—Auction of Naval & Victualling

Stores, at H. M. Naval Establishment,

2.30 p.m.—Auction of Household Furni-

ture, &c., at No. 32, Nathan Road (1st

Floor, Kowloon).

Transfer Books of Hongkong & Whan-

poa Dock Co., Ltd., close from this date

to 23rd August, inclusive.

Register of Shares of the Hongkong and

Shanghai Banking Corporation close

from this date to 21st Aug. inclusive.

Goods per Tonkin undelivered after

this date will be subject to rent

and landing charges.

TUESDAY, August 10—

2.15 p.m.—Meeting of His Majesty's

Justices of the Peace at the Magistracy.

2.30 p.m.—Auction of Household Furni-

ture, &c., at No. 32, Nathan Road (1st

Floor, Kowloon).

Goods per Caledonia not cleared at 4

p.m. on this date subject to rent.

WEDNESDAY, August 11—

2.45 p.m.—Auction of Household Furni-

ture, &c., at "Oldcastle," Junction of

Kimberley & Austin Roads, Kowloon.

9 p.m.—Performance at the City Hall.

Goods per Bengloe undelivered after

this date subject to rent.

THURSDAY, August 12—

Goods per Hitachi Maru not cleared on

this date subject to rent.

FRIDAY, August 13—

Goods per Asit undelivered at noon on

this date subject to rent.

THURSDAY, August 19—

3 p.m.—Auction of Queen's Statue Wharf

alongside Queen's Statue Wharf.

The China Mail

Hongkong, Friday, August 6, 1909.

THE MEANING OF THE BRITISH NAVY.

This speech interchanged by Crowned
Heads on occasions like that of the
meeting of King Edward VII of Eng-
land and Emperor Nicholas II of Russia
at Cowes this week are usually drawn
by the confidential advisers of the
Crown concerned and every word is
thoroughly well-weighed and its conse-

quences are carefully considered before it takes its place
in the spoken address. Therein lies their
great significance for the world at large.
King Edward had just had the pleasure of
showing to the erstwhile Autocrat of All
the Russias the joint assembly of the
Home and Atlantic Squadrons of the
British Navy and he could with pardon-
able pride describe this unique aggre-
gation of modern warships as perhaps the
most powerful and largest fleet that had
ever assembled. But true to his peace-
loving proclivities His Majesty desired
his Imperial visitor not to regard these
ships as symbols of war. "They were
for the protection of the coasts and com-
merce of the Empire and above all
for the maintenance of peace." That
primarily is the object set before the
British Navy by its Lord Paramount:
defence not defiance.

A month before the Tsar's visit to
Cowes, a company of journalists drawn
from the principal colonies of the
British Crown had had a similar
spectacle pass before their eyes, and
The Navy, the organ of the Navy League,
rightly considered it but fitting that
the Pressmen of the Empire, who will
play so great a part in directing public
opinion aright among the democratic
nations overseas in the matter of Imperial
Defence, should have had this op-
portunity of seeing with their own eyes
what a vast and costly engine is the
Fleet in being which defends the homes
of us all. But our contemporary had a
slightly different moral to draw from
the vision of the British fleet at Spithead
than that which the King put before the
Tsar at Cowes. It said:—"The stately
spectacle of the Home and Atlantic
Fleets assembled with all the lesser craft
which go to make up a fleet's efficiency
and readiness for war, in the historic
anchorage of Spithead could not fail to
sink deep into minds habitually recep-
tive of impressions. The naval display
of June 12 has been described as 'eye-
wash'; so, in a sense, it was. But eye-
wash is meant to promote clearness of
sight, and the object of the display of
the fleet was well calculated to attain that end.
There are two facts which, it may be
hoped, were burned into the minds of
the delegates: first, the abiding truth
underlying Captain MAHAN's golden sen-
tence in which he describes the effect of
Nelson's watch off Toulon—"Those far
distant, storm-battered ships, on which
the Grand Army never looked, stood
between it and the conquest of the
world." Even so to-day do these far-
distant ships, on which the eyes of
Canadians, Australians, New Zealanders,
and South Africans looked for the first
time, protect their homes and liberties,
not only from where they are stationed,
but actually because they are stationed
where they are. The other great fact
is, that, adequate to its task as is this
mighty force at the moment, the greater
number of the vessels of which it was
composed are doomed to pass into the
second line before we are many years
older, and that, in the class alone des-
tined to count, we are barely holding
our own against a single foreign Power.
Should the time arrive, as there is every
chance that it will when the Empire
is faced with the necessity of having
to keep a fleet of the most power-
ful ships which can be designed in
waters far removed from the home seas,
waters which wash the shores of the
distant lands from which our guests
hail, there are but few either of those
now ready, under construction, or about
to be laid down which it will be possible
to spare without jeopardizing the safety
of the nation's heart. It is an ugly
thought, calculated to sober any who are
drunk with sight of power. But this is
the message of the Homeland to all
alike. Their defence is ours. To their
last, abiding the people of the Mother
Country will provide for the security of
her children over-sea. We ask nothing
from them; the appeal which is so stir-
ring their hearts is the appeal of their
own nationhood and manhood, and we
are only making ready proudly to accept
the tokens of blood-brotherhood, the
companionship in arms, the offer of
which honours themselves as much as
it warms our hearts towards them.

Another lesson which the Navy
wishes to drive home is that nothing
like finality can be said or written
regarding the Royal Navy, that great
sea, in the display of power which our
Fleet can make the responsibilities of
the Empire are so world-wide, the
developments of modern science so rapid,
and the rivalry of foreign nations so
relentless, that only by the most
unremitting exertions and resolute self-
sacrifice can we hope to hold our own in
the future that lies before us. "We
rely so completely on sea power for our
all-our food, the materials for our
industry, our ability to do the duty
which has been laid upon us to promote
the welfare of the peoples committed to
our charge, that while one thing
which may secure our supremacy is left
undone, all is left to do. Simple arith-
metic tells us that, gigantic as will be
the naval strength assembled in the
Thames, that and all the rest which lies
behind it is at present only adequate to
cope with the two next strongest Powers,
and that, unless there is a great and
speedy awakening throughout the Em-
pire, it will soon become inadequate.
It is true that our Navy has never been
so strong, so well-trained, so completely
organised and instantly ready for war;
but other nations besides ourselves have
realised the advantages which sea power
confers. Like the sons of the prophets
of old, they go each to their Ellisha with
the plaint, 'Behold the place wherein
we dwell is too strait for us,' and—the
iron swims. We, Britons at home and
Britons overseas alike, have just got to
recognise the fact that, however sincere
the professions of goodwill of Emperors,
Burgomasters, Elder Statesmen, or
populace, the fateful force of Necessity
is 'driving' other nations on to
challenge our possession of the ocean
highways, and the good lands to which
those highways lead. We cannot afford
to be lulled or lulled into a false
security. If we would hold our own in
the stormy future, we must work while
it is called to-day."

Not symbols of war, but maintainers
of peace," says King Edward. "Gard-
ians of the Empire which they are
prepared to defend against all comers,"
says the observant journalist. Both are
right, though expressing themselves a
little differently.

NEWS OF THE DAY.

The *Overland China Mail* (the weekly
edition of this paper) will be ready to-
morrow in time for posting by the English
Mail.

From July 10 physicians in Japan were
forbidden by law to advertise in any way.
The law applies to dentists.

Mr R. C. W. Pullen, having decided
to remain in England, has resigned the
position of organist to the English Cath-
edral in Shanghai.

The ex-Shah objects to the proposed
pension of 25,000 on the ground that it is
too small. The Persian Government is
suffering from a shortage of revenue.

The cause of the Osaka fire has been
traced to the upsetting of a lamp. The
damage is now put at Yen 70,000,000, of
which only Yen 5,000,000 is covered by
insurance.

The Douglas Steamship Company are
arranging another excursion to Swatow
at special rates by the Haimun. The ship
leaves here on Sunday and returns on
Tuesday.

The fortieth anniversary of the
founding of Holy Trinity Cathedral,
Shanghai, has just been celebrated. The
Rev. F. T. Johnson, of Hongkong, took
part in the service.

The body of Mr Percy Cockle, a wanderer
attached to the Victoria gao, who lost his
life by drowning on Monday last, was
yesterday recovered by the water police off
the Cosmopolitan Dock.

A Chinese man travelling back to the
East on the N. Y. K. Hitachi Maru jumped
overboard between Aden and Colombo.
The ship was stopped and, despite the
rough sea, a boat lowered, but the unfor-
tunate man was never seen again.

A note in *The Navy* for July, under
"News from Abroad," reads as follows:
"As the result of the serious collision which
recently occurred between the battleship
Puffin and the armored cruiser, *Triton*,
Rear-Admiral Monro, commanding the
squadron, and the captain of the *Puffin* have
been relieved of their positions. The
former has been replaced by Rear-Admiral
Seymour. People are asking whether, after
all, the British *Triton* will not
find their way to the Pacific. We shall
see."

NEWS OF THE DAY.

M. Voisin, who has been held by
bandits for some time, has been rescued by
the military and is about to return to
Haiphong.

The American Consulate-General at
Hongkong were informed by the Manila
Observatory to-day that the cyclone of
typhoon over or near Manila, which was
reported yesterday, is inclining northward.
This confirms the Hongkong Observatory
report.

The death is announced of Mr Edwards,
chief superintendent of the Peking Syn-
dicate in Hoken. Mr Edwards is reported
to have taken his own life on Sunday week
by shooting himself. It is believed that
the tragic deed was the result of his suffer-
ings under the heat.

Many of the European contractors
who have come to China, with the view to
securing naval contracts, are leaving Peking
one after the other, says the *Peking Daily
News*. The Imperial Government has not
yet made any decision, as regards the navy
and will not until financial matters are
settled.

Havas telegrams in the *Courier Sa-
gonnais* report sharp discussions in the
French Parliament on the renewal of the
navy contract with the Messageries Mari-
times. The Chamber of Deputies, by a
large majority, referred the contract to a
special committee with instructions to
consider whether tenders should be invited
and whether the subsidy should be fixed
according to the profits of the company.
In the Senate the contract aroused sharp
bitter discussion that a duel, resulted
between the Minister of Finance and one
of his opponents. Two shots were fired
without injury to either duellist.

SOCIAL AND PERSONAL.

Mr J. L. Macpherson, the popular sec-
retary of the Hongkong Y. M. C. A., has
returned after a holiday in North China.

The Rev. William Reed Huntington,
the well-known Protestant clergyman, and
rector of the celebrated Grace Church,
New York, is dead. He was born at
Lowell, Mass., on September 20th, 1838.
Capt. John A. Dougherty, of the U.S.
Rainbow, who for some years was Naval
Attache at the U.S. Embassy in Tokyo,
has succumbed at Shanghai to pneumonia,
at the age of 51. He was a popular officer.

HOTEL RESIDENT'S CONTRACT.

An Interesting Case.

In the Court of Summary Jurisdiction,
before Mr Justice Gompertz, this after-
noon, an action was brought by A. E.
Owen, proprietor of the Grand Carlton
Hotel, against C. E. Shields for the re-
covery of a sum of \$300, being the amount
alleged to have been agreed to be paid by
defendant in lieu of notice, terminating
contract for board and residence.

Mr F. Paget Hett (from the office of
Messrs Bruton and Bell) was for plaintiff
and Mr J. H. Gardiner for defendant.

His Lordship—Let the case settled?

Mr Hett—We are rather at a deadlock,

my Lord. I sent this morning for my client

and he had previously written me a letter,

but since then I haven't seen him. The

letter says, "Kindly drop the case between

me and Shields until I see you later on

and explain it to you. All the Telegraph

Office boys (that means not office boys, but

Eastern Extension Telegraph men) who

are staying at the Carlton have given me

notice that unless I drop the case against

Shields they will leave the Hotel and stay

somewhere else." On getting that I con-
sidered the thing was settled, but this

morning when I heard my friend insisted

on going on with it I sent for Mr Owen.

He was not in; his book-keeper said he was

away but that he had settled the matter

with Mr Gardiner. Mr Gardiner says there

was some conversation, but he did not

understand that there was a settlement.

At any rate I am not now in a position to

go on and I shall ask for an adjournment.

Mr Gardiner said Mr Owen came to him

a few days ago and said that he thought it

was advisable owing to certain facts to

withdraw the case. He (Mr Gardiner)

said "Very well; perhaps it would be wise

if you had better go and see your solicitors

and if you wish to withdraw instruct them

to do so." When the case was called in

the list this morning Mr Hind (from Messrs

Bruton and Hett's office) said it was con-
ing on. There was then no mention of a

withdrawal.

Mr Hett—I understand that Mr Gardiner

pressed for the case to come on this after-
noon.

His Lordship—Mr Gardiner said he

would be here as the case was fixed for this

afternoon.

Mr Hett—It was always my intention to

take the case myself, and it was not until

Mr Hind returned from the Court this

morning that I knew it was fixed for this

afternoon.

His Lordship—I did not know it was

fixed for this afternoon.

Mr Gardiner—I asked your Lordship to

give 2.15 on Friday and I made an endorse-
ment to that effect. My friend Mr Hind

endorsed it as well.

Mr Hett said he could not consent to a
withdrawal without first receiving definite

instructions. He would not object to
paying his friend's costs for the day if his

Lordship thought he (Mr Hett) was at
fault.

His Lordship—I think I had better put
it in *Terminus* and I think Mr Gardiner

should have his costs.

Mr Hett asked that the question of costs
be reserved.

His Lordship—Very well, then; I can
settle that afterwards. At any rate, out-
standing, was a personal assurance being

that they were a personal assurance being

made from his conversation with him and from

his letter, to have made up his mind to
withdraw the case.

Mr Hett—It may be that he means to
drop the case, but he has not said so.

THE SUBSIDIARY COINAGE QUESTION.

In a case which was called before Mr. Justice Gompertz in the Court of Summary Jurisdiction this morning, in which one Chinese claimed \$104.79 from another, Mr. Atkinson, for plaintiff, stated that defendant had tendered ten \$10 Chinese bank notes in part payment. He (Mr. Atkinson) did not think they were legal tender; in any case they were not worth more than about \$92. He could not accept them as the equivalent of \$100 as defendant wanted it to be taken. He would ask his Lordship to make an order that he might accept the notes for what they were worth and then let him have judgment for balance and costs.

Mr. Justice Gompertz:—It may be that the contract was for payment in subsidiary coin.

Mr. Atkinson:—I have witnesses who will say that it was not.

Mr. Justice Gompertz:—I think you had better prove your case.

The case was then proved and judgment was given for plaintiff, the value of the Chinese notes being accepted in part payment.

HONGKONG SERVICE NOTES.

BILLIARDS.

In the second round of the Garrison Billiard Championship good games have been the rule. Only one surprise took place, when Sgt. Wain beat Drum-Major Dixon.

C.O.M.S. Stenham met Gunner Heathcote on Friday last and had little difficulty in defeating him by 90 points. Stenham continues to show a class of form above the average, and in his break of 48 he gave a display which singles him out as a likely championship winner. Stenham's best breaks were 48, 21, 18 (2), and 17, and Heathcote's were 19 and 17.

Owing to Sapper Grant being indisposed no game took place on Monday night. The game is likely to be awarded to Owen.

On Tuesday night Sergeant Wain met and defeated Drum Major Dixon by 63 points. The best breaks by Dixon were 22, 20, and 19; Wain's best being an 18, but his scoring at parts of the game was very fast with small breaks.

Sapper Heigh and Pte. Foulkes, A.S.C., met on Wednesday, and Heigh, although apparently suffering from a loss of form, beat Foulkes by 55 points. Heigh's best breaks were 26, 20, and 19; Foulkes' best being 20, and 18 (2).

Gunner Hennings scratched to Gunner Elliot.

The draw for the second round is as follows:—

Friday, 6th Aug. Gunner MacGregor vs. Gunner Healey.

Monday, 9th Aug. Mr. Hayne vs. C.O.M.S. Stenham.

Tuesday, 10th Aug. C.S.M. Owen vs. Sgt. Wain.

Wednesday, 11th Aug. Sapper Heigh vs. Gunner Elliot.

Winner of the first game plays the winner of the second game in the Semi-Final.

The Billiard Handicap in Wellington Barracks continues to provide good games. Several surprises took place notably in the games Farlow and Smith, Osmond and Chandler. Results to date are:—

Bugler Crutcher beat Sapper N. Brown.

Sapper Osmond beat Sapper Noce.

Sapper Osmond beat Sapper Noce.

Sapper Jordan beat Sapper Noce.

Sapper Chandler beat Sapper Osmond.

Sapper Chandler beat Sapper Osmond.

Sapper Chandler beat Sapper Osmond.

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Sapper Chandler beat Sapper Osmond.

Sapper Chandler beat Sapper Osmond.

Sapper Chandler beat Sapper Osmond.

NOTES FROM JAPAN.

(From Our Own Correspondent.)

Tokyo, July 27.

The promoters of the Korea-Japan Gas and Electric Light Company recently met in Tokyo when Baron Shibusawa gave an explanation of the policy adopted by the committee. He said that it was proposed that the electric railway and electric light enterprises of Messrs. Colbran, Boatwick, Co. in Seoul be purchased for Yen 2,000,000. Of this sum, Yen 500,000 was to be paid immediately after the agreement had been concluded between the parties; Yen 500,000 at the end of August; and the remainder in six yearly instalments commencing in January next year. The company will call up Yen 12.50 per share, producing a sum of Yen 750,000 and will also raise a loan of Yen 500,000. These proposals were at once adopted. It is said that the agreement will be signed between the parties by the end of this month—July, 1908. The business of Messrs. Colbran, Boatwick, and Co. will at once be transferred to the new association.

As previously surmised in my letters, an alteration has been made in the agreement concluded between the Mexican Government and the Toyo Kisen Kaisha whereby the steamers of the Japanese shipping company will now call at Manzanillo and Salina Cruz six times each year and the Government of the Republic will pay therefor a subsidy of Yen 80,000. Originally the Mexican Government asked the company to arrange that its steamers call at the Mexican ports twelve times per annum, but the prospects before the trade are so very far from promising that a compromise had to be effected. The entire cessation of what might be called the traffic on the Pacific has been a severe blow to all the steamship companies.

On July 21st the summer conference of the Young Men's Christian Association opened at the well-known Aoyama Gakuin, in Tokyo, when a large number of delegates attended. Very complete preparations had been made for the entertainment of visitors by the committee of the institution of which the Rev. A. D. Berry is a leading member.

A new law has been promulgated with regard to the hypothecation of electric tramways. It came into effect on July 22nd and the main feature is that such property may be given as security for foreign loans, as is the case with railways. When the tramways are to be offered as security for a loan, the owners must obtain permission from the Ministers for Home Affairs and for Finance.

Mr. Nishizawa, as soon as he can settle up his affairs on the Frates Islands, will remove his workmen to an island called Kant Oki, which lies about 100 miles from Miyazaki-shima in the Lu-chu group. It is said that this island offers inducements for exploitation not inferior to those on the Frates.

The Rev. E. R. Woodman, one of the best known clergymen connected with the American Episcopal Church Mission in Tokyo, died on July 22nd at Nikko from apoplexy. The day before he had seemed to be in perfect health, but on the morning of his death cried out an exclamation to Lake Chuzenji on the plain of slight indisposition. The end came very suddenly.

The opening of the Muroran Steel Foundry in Hokkaido took place with some amount of ceremony on July 22nd. This enterprise has been promoted by Japanese and British capitalists on joint account under the auspices of Count Yamamoto, formerly Minister for the Navy. The furnaces were lit for the first time and eight tons of steel were refined from the company's ore. The smelting was very satisfactory. But in view of the fact that the Kiamitsu Iron Foundry, in Fukuoka, which was established by the Government on a rather large scale before the war, is now closing down a complete failure, men are diffident about forecasting the future of the new enterprise. It appears that Japan is a little too previous in her endeavours to supply railway and ship-building material as well as other things in this line.

The Chuo says that Count Komura, Minister for Foreign Affairs, has decided to resign his portfolio and that he will be succeeded by Baron Chinda, the Vice-Minister. The same Tokyo paper adds that though the Count is still suffering severely from illness he attends to the arduous duties of his office intelligently and with energy. It is also reported that Count Hayashi, who was so popular in London, will succeed Baron Takahira as Ambassador in Washington.

T. Shimada and K. Kusano, engineers of Tokyo, have invented an airplane which is reported by the *Hochi* to be ideal in every respect. It is said that the new flying machine will be able to cover the route between Japan and London in two days and seven hours. There is, however, no report as to when this wonderful machine will be completed or even when the trial trip is likely to be attempted. It may be added that a society for the scientific investigation of aeronautics in times of war will shortly be organized in Tokyo. The society will consist of some civil engineers and officers in the Navy and Army as well as professors in the College of Engineering.

A heavy thunderstorm visited Kyoto on July 23rd. The greater part of the city was flooded and tall trees in Maruyama Park were struck by lightning. Traffic on the electric tramway was stopped for a time. The same day, a similar kind of storm was experienced in the districts surrounding Mount Fuji and when it had passed on covered the summit of the peerless mountain.

PROPER TREATMENT FOR DYSENTERY AND DIARRHOEA.

The great mortality from dysentery and diarrhoea is due to a lack of proper treatment at the first stages of the disease. Chamberlain's Colic, Cholera and Diarrhoea Remedy is a reliable and effective medicine, and when given in reasonable time will prevent any dangerous consequences. It is sold by all chemists and druggists.

SOLD THE WORLD OVER.

We have to stock many colic and diarrhoea medicines, says R. M. White, a prominent merchant of Turin, Italy. "I have found Chamberlain's Colic, Cholera and Diarrhoea Remedy to be the best of all others, and I have sold it by all chemists and druggists."

CORRESPONDENCE.

NIGHT CARS TO THE PEAK.

(To the Editor of the "CHINA MAIL.")

Sir,—It has struck me lately that 8 p.m. is ridiculously early to stop the regular run of cars to the Peak, especially during the summer months. As you probably know, after 8 p.m. the next car is not till a quarter to nine. It often happens to many of my friends—and so I suppose to many of other people—that they have to run away at eight o'clock from their homes to the station, and if a hatching party happens to return later than usual a hasty rush to the tram station often ends in one being "just in time to be too late"—just in time to see the car gliding out of the station.

My suggestion is that two extra cars should be run, one at 8.15 and the other at 8.30. But the question is, "Would the Company gain or lose?" I certainly think there would be a gain in fares as it might sometimes happen that Peakites, who would in the ordinary course of events have gone home to dinner, have preferred to remain below or gone up to a four-course chair. Besides, the later cars being necessarily crowded, would be passengers for the short distances such as Kennedy Road, Macdonnell Road and Bowen Road, must find it more convenient to take chairs to their destinations, thereby avoiding the rush to the tram and, the possibility of being crowded out, and obtaining a comfortable ride from door to door.

Regarding the cost, I can't, of course, give any information on this point, but I should imagine the total extra cost would be summed up in a little over-time to a man employed and a slightly increased consumption of coal.

But putting the question of gain or loss on one side, is it not up to the Company to do something for the public, the proposal for a second tram-line, which, by the way, would have started from Queen's Road level, has fallen through? If obtaining a concession in one way of shutting out opposition, neglecting the comforts and conveniences of the public is one way of executing it.

I have endeavoured to put the foregoing remarks in the form of a suggestion and hope your readers—provided, of course, space can be found in your columns for this letter—will give them, so the matter may be discussed in "open court."

The fact that the facilities for reaching the higher levels are not what they ought to be in a place like the City of Victoria, Hongkong, cannot be gainsaid.—Yours, etc.

IN OVENIENCED.

A HONGKONG COLLISION.

Successful Appeal.

Before Lord Justice Vaughan-Williams, Moulton, and Buckley, recently, an appeal was heard of the owners of the steamship *Cransley* from a judgment of Mr. Justice Baggallay, holding the *Cransley* liable to blame for a collision between that vessel and the Hamburg-American liner *Vandalia* at Hongkong during a typhoon in July last. Both vessels were at anchor at the wharves, the *Vandalia* discharging cargo, and the *Cransley* undergoing repairs, when, at 11 a.m., a signal was shown, indicating a typhoon at a distance exceeding 300 nautical miles. The master of the *Cransley* had her towed out to an anchorage, and the *Vandalia* steamed out. Shortly before midnight on July 28, when the typhoon was raging in the harbour, the vessels collided.

Mr. Justice Baggallay held that the *Cransley* had dragged, and the *Vandalia* had not, and, therefore, that she was to blame, and was liable for the damage done to the *Vandalia*. This Court now reversed that decision, holding that there was no negligence on the part of the master of the *Cransley*.—Lord Justice Vaughan-Williams said:—

He thought that he should be wrong in holding that the master of the *Cransley* had by any neglect to get up steam brought about the collision. They had the assistance of their assessors, and he gathered from their answers to questions which had been put to them that, if the boilers of the *Cransley* had been in position and in a condition to be used effectively at the moment when the first signal was exhibited, then as a matter of good seamanship the master ought to have got up steam. But in fact the *Cransley* was undergoing repairs, her fires were out and her boilers were empty, and it was obvious that, if the master had immediately proceeded to take steps for getting up steam, he could not have got up steam within such a time as would have been available for the purpose of preventing the collision. He did not desire to express any opinion on the question whether the remoteness of the danger to be apprehended from the approaching typhoon would exonerate the master from the obligation to get up steam. He based his decision on the ground that, if the master had proceeded to take steps to get up steam immediately on seeing the first signal, it could not have been in time to prevent the collision. In his opinion the appeal should be allowed.

Lord Justice Fletcher Moulton said he was of the same opinion. "There was no doubt that this accident occurred in the very fiercest moment of a very violent typhoon. He thought it well to leave captains free to act on the knowledge of each moment with the certainty that such action would not be used against them in a court of law."

Lord Justice Buckley also agreed.

THE HEAT IN TIENTSIN AND PEKING.

Northern newspapers report many deaths from heat apoplexy. The heat in the shade at Tientsin has reached 107 degrees Fahrenheit, and in Peking 115 degrees has been registered. At Peking on July 24 three Europeans, at the Hotel du Nord were completely prostrated and did not recover until the evening. A great shock was caused the foreign community of Tientsin on Sunday week by the death of the Rev. Pere du Cray, S.J., from heat stroke and on the same evening Sergt. J. Aldridge, of the Army Service Corps, died in the British Settlement, Tientsin, from the same cause. Altogether fifteen deaths occurred in Tientsin that day, all of which were due to the intense heat.

ACCIDENT ON THE BATTLESHIP ASAHII.

An Officer Has Both Arms Blown Off.

Touching the naval accident on the battleship *Asahi*, Rear-Admiral Yatake telegraphically reported under date of the 27th July that in addition to the four men killed, Sub-Lieutenant Yano and a warrant officer were fatally and a blue-jacket slightly injured. Lieutenant Matsura has had his arms blown away by the explosion and Sub-Lieutenant Yano has had his side injured by a fragment of iron plate, a part of it still lodging in his abdomen. The surgeons expect that they will survive.

GAUTAMA BUDDHA.

Remarkable Discovery near Peshawar.

HOW THE CASE WAS FOUND.

As announced by Reuters, the other day, the Archaeological Department at Calcutta have made an amazing discovery of a portion of the ashes of Gautama Buddha in the Buddhist Stupa, near Peshawar, exactly on the spot where the Chinese traveller, Hsien Tsang, said they had been placed. According to the *Times of Calcutta*, the site was indicated in the first place by M. Foucher, a French savant, who measured the distances indicated by Hsien Tsang and pointed out two mounds half a mile from Peshawar. One of these mounds, the exact spot where the ashes were buried.

M. Foucher convinced Mr. Marshall, the head of the Archaeological Department, and the latter obtained money from Government and proceeded to excavate. The first green glass, containing a quantity of the mound only showed the remains of a gigantic temple. The other mound was found covered with the remains of a pagoda no less than 285 feet from side to side and with columns so long that the legend of the construction by the builders of a subsidiary tower around to enable the coping stone to be hoisted to the immense altitude of the top of the stupas is by no means out of place. Deep into the remains of half-dressed stone and brick, which he mined, he found the remains of a stucco frieze ornamented with seated Buddhas and interspersed with Corinthian pilasters. He measured hundreds of feet of the frieze, and found that the figures in their proportion, covered with blue vitreous glaze and containing individual letters in Kharoshthi, the script of ancient Buddhism, which however, were so broken up that epigraphists have not been able to decipher the inscription.

GREEN MOULDING BOX.

Farther down, he came upon a great square platform, with a high rim of stone, and up to it from every side. Into this again he tunneled, and in the very heart of the mound, thirty feet below the level where the Mahomedan Pushtu-speaking peasants now "plough the surface, he unearthed a strong built chamber, which was a moulding box for the figures of Buddhas. The roof of it had fallen in, but in the corner, broken by a block of stone from above, yet still upright as it had been reverentially packed nearly two thousand years ago, was a heavy metal case containing a box of moulding bronze, seven inches high by five across and shaped like the powder-puff box of a modern beauty, which is also the shape of the jewel case of a Greek lady of the time of Christ; was all that could at first be made out. Little by little, however, it was cleaned and delicately carved figure after figure emerged with Kharoshthi inscriptions in line dotted and indented curves between and on top. Once nearly three inches high, but now crushed into the surface, is a statue of Buddha. On either side are two broken figures of worshippers, Bodhisattvas that may have stood for Brahma and Indra. At their feet is a Kharoshthi inscription, which runs:—"Homage of teachers of the Sarvastivadin sect." The roof of the box is carved and decorated with a full blown lotus flower, in the centre of which three bronze figures were set. The lid pulls off exactly as in a powder-box. Around the top of it, where the vertical side begins, are carved, bronze figures chasing each other in flight, and carrying a garland of garlands of flowers of Ganges-makes. Between the figures is another dotted inscription too corroded to make out, except that the name Kanishka is one of the words.

ORDER MAKER OF THE CASE.

Below the lid are a number of bronze figures, each a couple of inches long, in high relief. The principal one is a standing image of a princely person, extraordinary in the images of well-known coins of Kanishka, one of which coins was actually found a few feet away from the case. The other figures run in a circle round the case. In the middle of its cylindrical portion they represent a group of figures, with a teacher in the centre, and a group of disciples around him. The figures are obviously Greek, but they are another dotted Kharoshthi inscription, which gives the name of the Greek maker of the case. It runs:—Agastha, head engineer in Agastha (collection of gongs and non-astories) of Mahanaga.

The name Kanishka in this inscription, so arranged that it falls immediately below the image of a princely person, extraordinary in the images of well-known coins of Kanishka, one of which coins was actually found a few feet away from the case. The other figures run in a circle round the case. In the middle of its cylindrical portion they represent a group of figures, with a teacher in the centre, and a group of disciples around him. The figures are obviously Greek, but they are another dotted Kharoshthi inscription, which gives the name of the Greek maker of the case. It runs:—Agastha, head engineer in Agastha (collection of gongs and non-astories) of Mahanaga.

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R. M. S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (service intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

For further Information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CHADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

PORTLAND & ASIATIC S.S. CO.

FOR PORTLAND, via MOJI, KOBE and YOKOHAMA.

Operating in CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, via SHANGHAI.

FOR	STEAMERS	CAPTAIN	TO SAIL, 1909
SHANGHAI, KOBE AND YOKOHAMA	AUSTRALIEN	X.	August 16, p.m.
MARSEILLES, via PORT	ERNEST SIMONS, GIRARD		August 17, at 1 p.m.
SHANGHAI, KOBE AND YOKOHAMA	POLYNESIEN	Broc.	August 30, p.m.
MARSEILLES, via PORT	TOKIN	CHARDONNET	August 31, at 1 p.m.

TRANSHIPMENT on the Co's Steamers at SHANGHAI, KOBE, YOKOHAMA, COLON, PANAMA, and ANTWERP, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in MARSEILLES.

For further particulars, apply to

P. de CHAMPMORIN, Agent.

QUEEN'S BUILDING.

HAMBURG-AMERIKA LINIE, HAMBURG.

WEST-ASIATIC FREIGHT SERVICE. REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES, via STRAITS AND COLOMBO.

TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING CARGO at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG.

Outward	Home
For Shanghai, Yokohama & Kobe	For Antwerp, Hamburg & Bremen
S.S. SPEZIA	S.S. SAMBIA
13th Aug.	13th Aug.
S.S. O. FRED. LAEISZ	For Havre, Bremen & Hamburg
17th Aug.	S.S. ANDALUSIA
S.S. AMBRIA	1st Sept.
27th Aug.	For Marseilles, Havre & Hamburg
S.S. NIOMEDIA	S.S. SAXONIA
8th Sept.	7th Sept.
S.S. EMBRIA	For Havre & Hamburg
15th Sept.	S.S. SPEZIA
	14th Sept.

For further particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

Shipping.

PACIFIC MAIL S.S. COMPANY, TOYO KISEN KAISHA.

U.S. MAIL LINES.



SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONGKONG, OAHU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES
CHIYO MARU	21,000 Tons, SATURDAY, 7th Aug., at Noon.
ASIA	9,500 " TUESDAY, 17th Aug., at Noon.

* Twin Screw. * Triple Screw Steamer.

The a.s. CHIYO MARU will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on SATURDAY, August 7th, at Noon.

Fares: Hongkong to London £71.10.0. including Berth and Meals across America.

INTERMEDIATE SERVICE.

Asia 9,500 Tons TUESDAY, 17th August, at Noon.

The fine Mail Steamers ASIA and CHINA carry intermediate passengers only, affording superior accommodation for that class.

Hongkong to London: via Canadian Atlantic Ports... £23. via New York... £25.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of the China and Japan Governments.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies, Kiso's Building (opposite Blake Pier).

S. SILVERSTONE, Agent.



NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, C. LOMPO and PORT SAID	AWA MARU, Capt. A. Keish, Tons 8500	WEDNESDAY, 18th Aug., at Daylight.
VICTORIA, B.C. & SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU AND YOKOHAMA	TAMBA MARU, Capt. C. H. Butler, Tons 6500	WEDNESDAY, 1st Sept., at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KAGA MARU, Capt. M. Hagino, Tons 6500	TUESDAY, 17th Aug., at 4 p.m.
ROMNEY, via SINGAPORE and COLOMBO	SHINANO MARU, Capt. K. Kiwara, Tons 6500	TUESDAY, 14th Sept., at 4 p.m.
SHANGHAI, AND KOBE	NIKKO MARU, Capt. M. Yagi, Tons 8000	FRIDAY, 3rd Sept., at Noon.
KOBE & YOKOHAMA	TOTOMI MARU, Capt. R. Smith, Tons 4000	MONDAY, 9th August.
NAGASAKI, KOBE AND YOKOHAMA	YEBOSHI MARU, Capt. B. Kon, Tons 4500	FRIDAY, 13th August.
	MIYASAKI MARU, Capt. T. Mori, Tons 9000	FRIDAY, 27th Aug., at 5 p.m.
	KUMANO MARU, Capt. M. Winkler, Tons 6000	WEDNESDAY, 1st Sept., at Noon.

* Fitted with new System of wireless telegraphy. * Cargo only.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9000 Tons Passenger Steamers will be despatched from Hongkong as follows:

Mishima Maru (Capt. A. E. Moses) About Wed., 25th Aug.

Atsuta Maru (Capt. Wm. Thompson) About Wed., 22nd Sept.

Miyasaki Maru (Capt. W. Bainbridge) About Wed., 20th Oct.

Kitano Maru (Capt. F. E. Cope) About Wed., 15th Dec.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

CHEAPEST ROUND TRIPS

BETWEEN HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 4 MONTHS

Yokohama Return	Kobe Return	Moji Return	Nagasaki Return
1st class \$120	\$110	\$100	\$90.
2nd class \$80	\$70	\$60	\$50.

With option of Rail between calling ports in Japan.

For further particulars, apply to T. KUSUMOTO, Manager.

MIYASAKI & CO., COAL MERCHANTS.

HEAD OFFICE—SAKAYEMACHI, KOBE, JAPAN.

BRANCHES—YOKOHAMA, SHIMIZU, JAPAN AND HONGKONG.

CABLE ADDRESSES—MIYASAKI, applying to Head Office and Shimizu's branch, YUJAKA, applying to Hongkong Branch only.

A. B. C. 5th EXHIBIT USED.

The Head and Branch Offices will receive any Order for

JAPAN COALS.

Y. KUBO, MANAGER, HONGKONG, 4th FLOOR, 100, QUEEN'S ROAD.

NEWS FROM ALL SOURCES.

Mr. Ramsay MacDonald, M.P. (Labour), speaking at a combined demonstration of the Labour party and Free Churches in Leicester against the Tsar's visit, said that Englishmen would not grasp a hand that was foul with the blood of those brought to protect.

Mr. Keir Hardie, M.P. (Labour), speaking at Wolverhampton, challenged the Government to drive the Tsar through the streets of London. In over 100 Nonconformist churches on a recent Sunday sermons were preached in protest against the Tsar's visit. Special prayers were offered for the victims of Russian tyranny.

Mr. Will Crooks, M.P. (Labour) for Woolwich, will sail on an Empire tour in September. He will spend three weeks in Canada and several in Australia, starting back on his homeward voyage at the end of December. He hopes to learn something of the spirit of the overseas dominions.

The Monitor, a new vessel which constitutes an innovation in shipbuilding, was launched at Sunderland the other day. It is claimed that by wave-like projections along each side increased speed can be obtained with normal power and fuel consumption, as well as extra strength in design and increased capacity without increase of tonnage.

The firm of Messrs J. Henry Schroder and Co., through Baron Bruce Schroder, has offered to the University of Cambridge the sum of £20,000 for the permanent endowment of a Professorship of German, to be connected with the name of Schroder. The offer was made through Sir Frank Lascelles, who has been acting as chairman of a committee of the University Association for the purpose of raising funds for the foundation of such a Professorship, of which Dr. Ernest Schuster was secretary.

The proposal to cut a ship canal from the North Sea to the west coast of Scotland is to be fully considered by the Royal Commission on Canals. One of the chief advantages put forward by the promoters of the scheme is that it would obviate the foundation of a naval dockyard and base at Rosyth on the Firth of Forth. Such a base on the east coast would cost from £17,000,000 to £29,000,000. The immense facilities afforded for naval construction on the Clyde would thus be at the disposal of a guardian fleet on the east coast and the commercial advantage in the way of affording a short sea route from east to west, and thus avoiding the long voyage by way of the Orkney, are most important.

Dentistry.

DR. CHAS. FENG, DENTIST, 34, QUEEN'S ROAD CENTRAL, ROOM NO. 3, FIRST FLOOR.

American graduate with twenty years experience in the practice of Dentistry, specialist for treatment of all cases.

Hongkong, April 18, 1909. \$30

DR. HARRY FONG, AMERICAN TRAINED DENTIST, ELECTRICAL and Latest Improved Appliances.

41, QUEEN'S ROAD CENTRAL, Hongkong, November 18, 1908. 1379

SIEN TING, Surgeon Dentist, No. 14, D'ARCADE STREET.

TERMS VERY MODERATE. Consultation Free.

NORTH BRITISH AND MERCHANTS' INSURANCE COMPANY.

TOTAL FUNDS AS LAST DIVIDEND, 1907, £15,114,694.

(Authorized Capital £25,000,000 Subscribed Capital £2,750,000)

Paid-up Capital £2,687,500 0 0

£1—Five Funds 3,068,374 15 7

£1—Life & Annuity Funds 14,315,843 10 3

Sinking Fund Account 45,907 5 3

218,114,694 11 1

Revenue Five Funds 2,230,652 13 7

£10 & Annuity 1,847,234 13 7

Branches 3,222 5 0

24,135,159 16 11

The Accumulated Funds of the Five and 10th Departments are free from liability in respect of each other.

SHEWAN, TOMES & CO. Agents.

THE LONDON DIRECTORY, (PUBLISHED ANNUALLY), UNABLES traders throughout the World to communicate direct with English MANUFACTURERS & DEALERS in each class of goods. Besides being a complete commercial guide to London and its suburbs the Directory contains, of

EXPORT MERCHANTS with the Goods they ship, and the Colonial and Foreign markets they supply;

STEAMSHIP LINES arranged under the Ports to which they sail, and indicating the approximate sailings;

PROVINCIAL TRADE NOTICES of leading Manufacturers, Merchants, etc., in the principal provincial towns and industrial centres of the United Kingdom.

A copy of the Directory will be forwarded, freight paid, on receipt of Postal order for 5s.

Dealers, stocking Agencies and Advertisers their trade cards for 2s. or larger advertisements from 2s. 6d.

THE LONDON DIRECTORY OF 1909, 11, ABchurch Lane, LONDON, E.C. 4.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG, KUALA LUMPUR, SINGAPORE	KUMSANG	SATURDAY, Aug. 7, at 3 p.m.
CHINA, HONGKONG, SHANGHAI, HANGSANG, KOBE	SUNDAY, AUGUST 8, DAYLIGHT	
CHINA, HONGKONG, SHANGHAI, HANGSANG, KOBE	CHUNSHANG	TUESDAY, Aug. 10, at 4 p.m.
CHINA, HONGKONG, SHANGHAI, HANGSANG, KOBE	YUNSHANG	FRIDAY, Aug. 13, at 4 p.m.
CHINA, HONGKONG, SHANGHAI, HANGSANG, KOBE	LOONGSANG	FRIDAY, Aug. 20, at 4 p.m.
CHINA, HONGKONG, SHANGHAI, HANGSANG, KOBE	POOKSANG	TUESDAY, Aug. 24, at Noon.

RETURN TOURS TO JAPAN. Occupying 24 days.

THE steamers Kumsang, Namsang and Pooksang leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light. Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to Telephone No. 61, JARDINE, MATHESON & Co., Ltd., General Managers.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
AMOI, NINGPO & SHANGHAI	NINGPO	August 7, at 4 p.m.
SHANGHAI	CHENAN	August 8, Daylight
MANILA, CEBU & NEWCHANG	TAMING	August 10, at 9 p.m.
CEBU & LOMO	CHENAN	August 10, at 4 p.m.
WEIHAIWEI & TIENTSIN	KUICHOW	August 11, at 4 p.m.
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, MELBOURNE, with transhipment for TACOMA, NEW ZEALAND, ADELAIDE, FREMANTLE & PERTH	CHANGHAI	August 13, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly. S.S. "LINTAN" and S.S. "SANTU".

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED RATES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MAJORITY TWIN SUREW STEAMERS & TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SUREW STEAMERS—(S.S. Anhui, Chusan, Linan, Chihpa)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARES INCLUDING WINES:—\$45.00 Single. \$80.00 Return. For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 38.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

TRANS-PACIFIC SERVICE

Connecting at TACOMA with THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route) from the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For Steamers Tons Leaves

TACOMA, via KEELUNG, SHANGHAI, MOJI, KOBE, SEATTLE MARU, SHIMIZU & YOKOHAMA, Capt. 6,178 Saturday, 28th Aug. (gross reg.)

The Co's newly built steamers have fair speed. Superior accommodation for stowage passengers situated in AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

For Steamers Leaves

SWATOW, AMOI & TAMSUI DAIJIN MARU, Capt. Y. Kaburaki, (SUNDAY, 8th Aug., at 10 a.m.)

SWATOW, AMOI, FOCHOW, BUJUN MARU, Capt. Y. Fushino, (THURSDAY, 12th Aug., at 10 a.m.)

AND SHANGHAI DAIGI MARU, Capt. H. Murayama, (SUNDAY, 15th Aug., at 10 a.m.)

A special reduction of 20% on 1st and 2nd Class Fares to Fochow will be made during the month of August and September.

Fair speed. Superior passenger accommodation. Electric Light throughout. First-class cuisine.

WEATHER REPORT.

The following notice is issued from the Hongkong Observatory—

On the 6th at 11.50 a.m.—Except over S. W. Japan where the barometer has fallen quickly, changes of pressure are slight.

The depression to the E. of the Loochoos appears to be moving slowly northwards.

Pressure remains high over N. China and N. E. Japan, and normal over the S. part of the China Sea.

Light to moderate variable winds may be expected in the Formosa Channel and along the northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. today, 0.00 inches.

Forecast for the 24 hours ending at noon to-morrow—

1.—Hongkong and Neighbourhood: Variable winds, light or moderate; thunder showers.

2.—Formosa Channel: Same as No. 1.

3.—South coast of China between Hongkong and Loochoos: Same as No. 1.

4.—South coast of China between Hongkong and Hainan: Same as No. 1.

COFFEE PLANTER'S FLIGHT.

VICTIM TO SAVAGE RHEUMATISM AND CHRONIC HEADACHES IN JAVA CURED BY DR WILLIAMS' PINK PILLS.

It was a fortunate day for Mr. Charles Louis Roggen, a Java planter, when he read about Dr. Williams' Pink Pills and resolved to try them, for as a result he now enjoys the blessing of abundant health instead of leading the "deplorable existence" which he described in the following graphic words—

"About a year ago I was suffering severely from Rheumatism and Chronic Headaches," said he. "The rheumatic pains were all over the entire body, but especially in my back; my appetite was very



Mr. L. C. Roggen, of Radjmandala, Java, cured of Rheumatism and Headaches by Dr. Williams' Pink Pills.

had and also my digestion. I never went to bed without the awful headaches; on rising in the morning I was in a state of feverish heat aching all over.

"So I went on suffering this deplorable existence, taking medicines but without finding relief and fulfilling my duties as acting manager of this estate with difficulty, until, one day, through reading in a pamphlet about Dr. Williams' Pink Pills for Pale People, I was persuaded to give these a trial.

"Before I had been taking Dr. Williams' Pink Pills for very long I felt remarkably better, and as I continued using them until I was entirely cured. Since then I have remained in perfect health, eat well, sleep well, enjoy a good digestion and do my work with ease and pleasure. I attribute this pleasant state of affairs solely to Dr. Williams' Pink Pills, and therefore I voluntarily, and with much pleasure, give this testimony for the information of sufferers and for the general public benefit." Mr. Roggen is acting manager of the "Laudow Mantschop Radjmandala," at Radjmandala, Java.

It was by driving the poisonous acid which causes Rheumatism from his blood, and by strengthening his digestive organs and his whole system, that Dr. Williams' Pink Pills for Pale People cured him, and in the same way they are constantly curing sufferers from such ailments as Anemia (weak watery blood), Debility, Liver Complaint, Maluria, Sciatica, Lumbago, Paralysis, Beri-Beri, Nervousness, Early Decay, Boils, Pimples and Skin Eruptions, and the after-effects of Fever, Dysentery and Chills. The great remedy for the special ailments which trouble ladies is known youth and middle age, they also speedily restore men broken down by overwork, excesses, or residence in unhealthy climates. Obtainable at most shops where medicines are sold, also direct from the Dr. Williams' Medicine Co., 63, Kinross Street, Shanghai, who send 6 bottles for \$8 or 1 bottle for \$1.50 post free to any address.

EXCHANGE.

Hongkong, August 6, 1909.

On London ... 1/10 1/2

On demand ... 1/10 1/2

On 30 days sight ... 1/10 1/2

On 60 days sight ... 1/10 1/2

On 90 days sight ... 1/10 1/2

On 120 days sight ... 1/10 1/2

On 150 days sight ... 1/10 1/2

On 180 days sight ... 1/10 1/2

On 210 days sight ... 1/10 1/2

On 240 days sight ... 1/10 1/2

On 270 days sight ... 1/10 1/2

On 300 days sight ... 1/10 1/2

On 330 days sight ... 1/10 1/2

On 360 days sight ... 1/10 1/2

On 390 days sight ... 1/10 1/2

On 420 days sight ... 1/10 1/2

On 450 days sight ... 1/10 1/2

On 480 days sight ... 1/10 1/2

On 510 days sight ... 1/10 1/2

On 540 days sight ... 1/10 1/2

On 570 days sight ... 1/10 1/2

On 600 days sight ... 1/10 1/2

On 630 days sight ... 1/10 1/2

On 660 days sight ... 1/10 1/2

On 690 days sight ... 1/10 1/2

On 720 days sight ... 1/10 1/2

On 750 days sight ... 1/10 1/2

On 780 days sight ... 1/10 1/2

On 810 days sight ... 1/10 1/2

On 840 days sight ... 1/10 1/2

On 870 days sight ... 1/10 1/2

On 900 days sight ... 1/10 1/2

On 930 days sight ... 1/10 1/2

On 960 days sight ... 1/10 1/2

On 990 days sight ... 1/10 1/2

On 1020 days sight ... 1/10 1/2

On 1050 days sight ... 1/10 1/2

On 1080 days sight ... 1/10 1/2

On 1110 days sight ... 1/10 1/2

On 1140 days sight ... 1/10 1/2

On 1170 days sight ... 1/10 1/2

On 1200 days sight ... 1/10 1/2

TEMPERATURE.

Hongkong, August 6, 1909.

Barometer—9 a.m. ... 29.75

11 a.m. ... 29.75

2 p.m. ... 29.75

5 p.m. ... 29.75

8 p.m. ... 29.75

11 p.m. ... 29.75

Minimum ... 29.75

Maximum ... 29.75

Wind—9 a.m. ... 1/2

11 a.m. ... 1/2

2 p.m. ... 1/2

5 p.m. ... 1/2

8 p.m. ... 1/2

11 p.m. ... 1/2

Direction—9 a.m. ... 1/2

11 a.m. ... 1/2

2 p.m. ... 1/2

5 p.m. ... 1/2

8 p.m. ... 1/2

11 p.m. ... 1/2

Force—9 a.m. ... 1/2

11 a.m. ... 1/2

2 p.m. ... 1/2

5 p.m. ... 1/2

8 p.m. ... 1/2

11 p.m. ... 1/2

Direction—9 a.m. ... 1/2

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Force—9 a.m. ... 1/2

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